

DCS

DE LOREAN CAR SHOW
MAGAZINE

DCS

SPRING 2003 | VOLUME ONE | NUMBER TWO

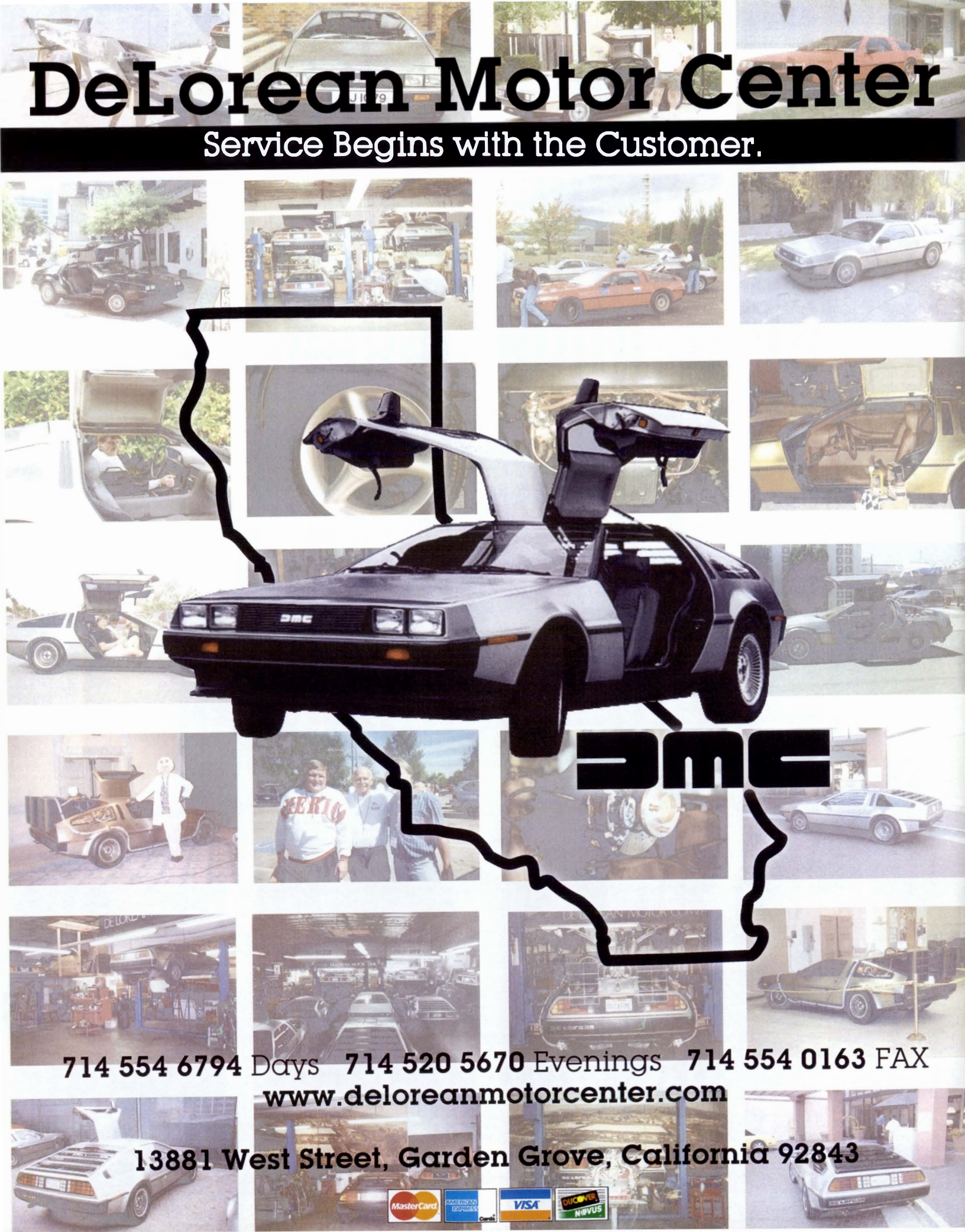


PRV-6 Engine Tune Up

Curtis Bryant II

Dinner with John

Memphis



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vision

By Ken Koncelik, Editor in Chief

Back in 1997 I had a dream. Maybe not as challenging as John's Dream about a new car but none-the-less a vision that a car show should be for everyone and that we could have a lot of fun doing it.

In the first few shows we added multiple judging categories for daily drivers, fun awards, too many raffles, and some exciting and different locations, some not usually associated with Car Shows. My family has been very supportive, as any of you who have been at one of these shows know. The talent they bring in the form of desserts, stage productions, technical setup and T-shirt production, all adds to the excitement and participation at the events.

I am going to take a few minutes here to introduce my family to you so that you get to know them better.

My wife Chris is the silent background type who has done a wonderful job with the desserts at the previous shows. The dessert table in both Cleveland and the 1600 cookies at the Hollywood

Casino in Memphis were awesome. Everywhere we go people are still asking how she did it. Chris is also one of the trustees that plan the show.

My son Kenny is the technical guru who helps set up and tear down the stage along with the video and audio support. He has done this throughout his high school for years and is a natural at it. It's one of the areas we never worry about. Kenny also works with his brother in the making of the T-shirts for you. Every shirt is printed and pressed at our home or at the show.

Angela is the entertainer. She rewrote a song and did the "DeLorean Express" on stage at the Memphis show along with doing the dance choreography for the number. Angela is also a talented artist and model. In fact she appeared on our last cover.

Eric, my youngest, is the helper. Someday I think he wishes to be a chef like Emiril. He also is a great entertainer and loves the stage. Even at the DOA event in St Louis he jumped up and led the group in the YMCA. He is also involved in mailings and T-

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shirt production and he is an entrepreneur. Those of you in Cleveland saw him set up and run the financing along with the T-shirt sales.

All my family contributes and it is because of their support that this show is possible.

As for myself, I am a workaholic and a glutton for punishment but I do enjoy putting on events like this. My day job consists of being a manufacturing engineer but my interests have me working in the printed circuit board industry and in medical billing services along with my wife Chris.

Since getting involved with the car show we have increased our capabilities through the computer and theatrics and I think that this was evident in Memphis.

My goal is to bring you people and information that are new and exciting at every show. Each show will be different and everyone is welcome to participate. If you want to really get involved I always need **help!**

I also believe that EVERYONE in the DeLorean community is special. The DeLorean Car Show Magazine is my latest adventure that we hope you like and continue to support.

The DeLorean Car Show is a non profit tax- exempt organization and it is here for you to enjoy.

Thank you.---

Kenneth J Koncelik



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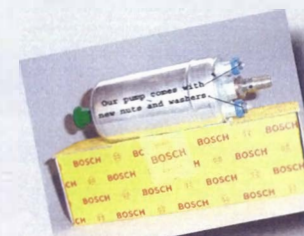
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f e a t u r e s

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In Memoriam

Gemma Monk passed away February 7th, 2003. She was a very close friend and she will be greatly missed. Our sympathies go out to Jay and Emily Monk as well as the rest of her family.

FIVE STAR DINING WITH A DELOREAN

By **Ken Koncelik**

My wife, Chris, and I had the pleasure of experiencing dinner with John DeLorean and Sally Baldwin (who accompanied John in Cleveland) on October 18th 2002. It all started with a planned business trip I needed to take to New York and the Fall Foliage Tour that was taking place the same weekend.

John and I had been talking about Pigeon Forge and other topics when the opportunity to visit arose. John suggested we have dinner together at the Scalini Fedeli restaurant in Chatham, New Jersey.

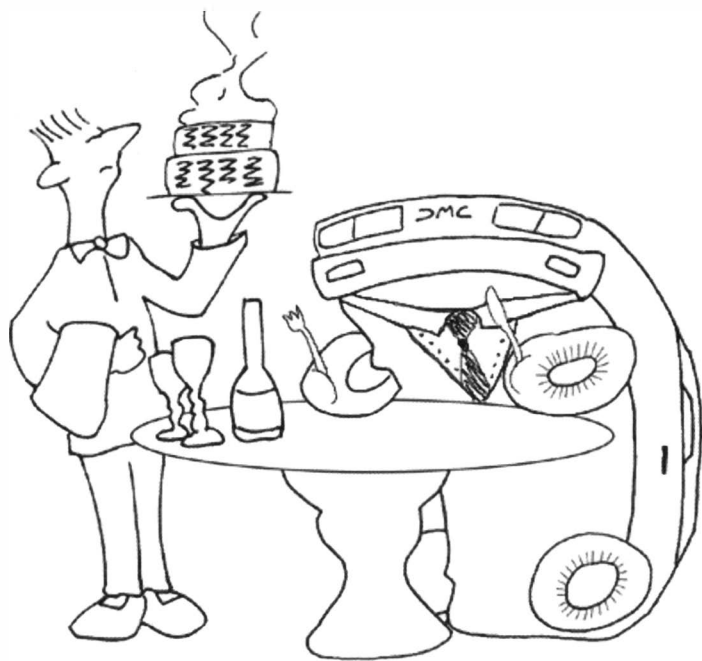
After completing the business portion of our trip, we did a Chevy Chase tour of Manhattan and the Statue of Liberty, then headed to Chatham, (2 hours away during rush hour) to meet John and Sally.

The restaurant is five star formal dining and we were still in blue jeans, so we transformed into our formal attire at a local Wendy's. A few minutes later we arrived at the restaurant, and met up with John and Sally. After getting reacquainted we sat down for our wonderful dinner. The restaurant was quaint and very personal.

John looked great and, as always, had a great sense of humor. After years of talking to John and Kathryn the conversation did not tend to be centered on the DeLorean. It was more centered on personal matters and general conversation. We never even discussed his new car adventure.

Fortunately, the menu was in English, so we had no problems ordering and in no time they were serving us our appetizers and bread.

Since the time I have owned my DeLorean the subject of



how many cars John actually owned keeps coming up. Numbers ranging from none to hundreds kept popping up with many of the stories saying they were actually owned by the company. We discussed that and John got a bit of a chuckle out of it. Then, seriously added, "I bought 22 of them to help the company out financially." So there was my answer, 22 DeLoreans.

By this time we had been served our main course and everyone was a bit more interested in what was on our plates than conversation. The meal was delicious.

For the next half hour or so we talked about the car show and John and Sally looked at the pictures and talked about Memphis and Pigeon Forge.

By this time we were ready for desert. Italian pastry for me.

He also told us about a cruise that the dealers went on back in the early days, and he told how they played pranks on each other. There was one incident where a dealer sent flowers and a note to a honeymoon bride but signed another dealer's name. The dealer whose name was on the flowers could not figure out why the groom was so upset with him. John DeLorean, Prankster.

The night was full of those kinds of stories.

He also told of his association with Smokey Yunick. He was a race car driver and a close friend of John's. Smoky was the

kind of friend that, on one occasion, John had just had a hard day and Smokey, after talking to John on the phone, got in his plane and flew over to chat with him until the early morning hours then flew back. John held that friendship

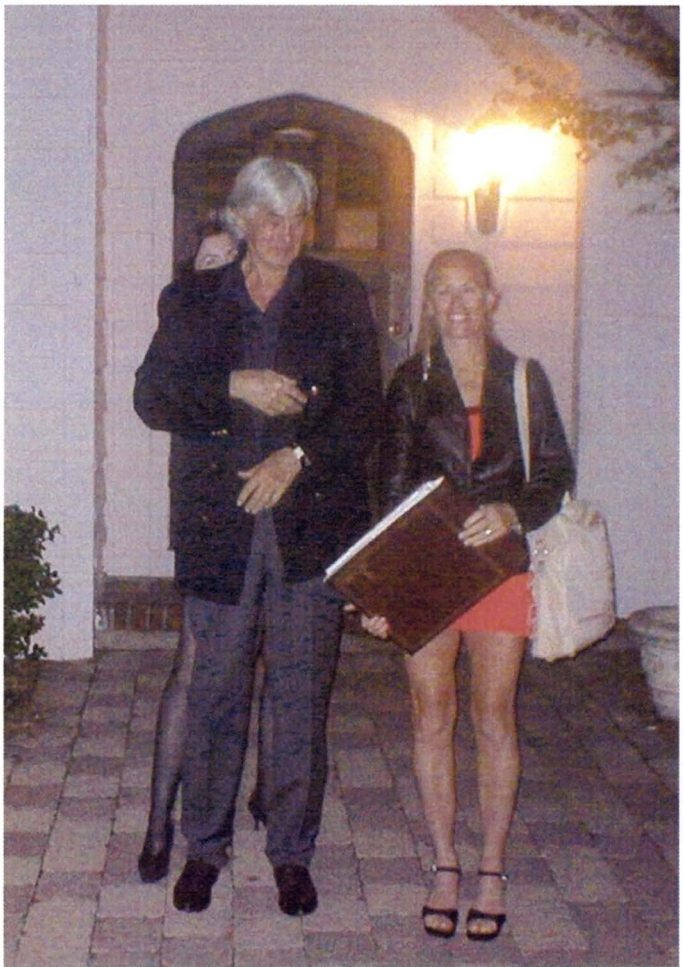
very dear and as a tribute to Smokey when he died, John narrated his tape. It is 6 hours plus long. John has been promoting this tape since it's recording, and he gave us a copy.

We finished dinner and everyone was feeling full, so now its time for a Kodak moment. We all sat and posed for a picture. As you can tell we were having a great time.

We started talking about cameras and videotaping. During that conversation I asked John to give me something to post saying he was going to Pigeon Forge and we talked about a magazine article. If you check out our website, DeLoreancarshow.com there is John answering the question "are you planning to come to Pigeon Forge in 2004?" (hint:YES) We then left the restaurant and took a few more pictures, then said good-bye and it was off to Princeton for us.

John is and always has been a great person to talk to and is a good friend of the family. John, Kathryn, Mark, Jody and Charles DeLorean all have treated us with nothing but the utmost respect and courtesy. His openness and honesty with me and my

family is greatly appreciated and I wish him the best in all his future endeavors. To you and Sally from Chris and Me. Thank you. —



Top: Left to right, Sally, John, Chris and Me.
Bottom: Snapped this photo as we were leaving the restaurant. Chris is holding the photo album covering the Memphis show. John was most impressed.

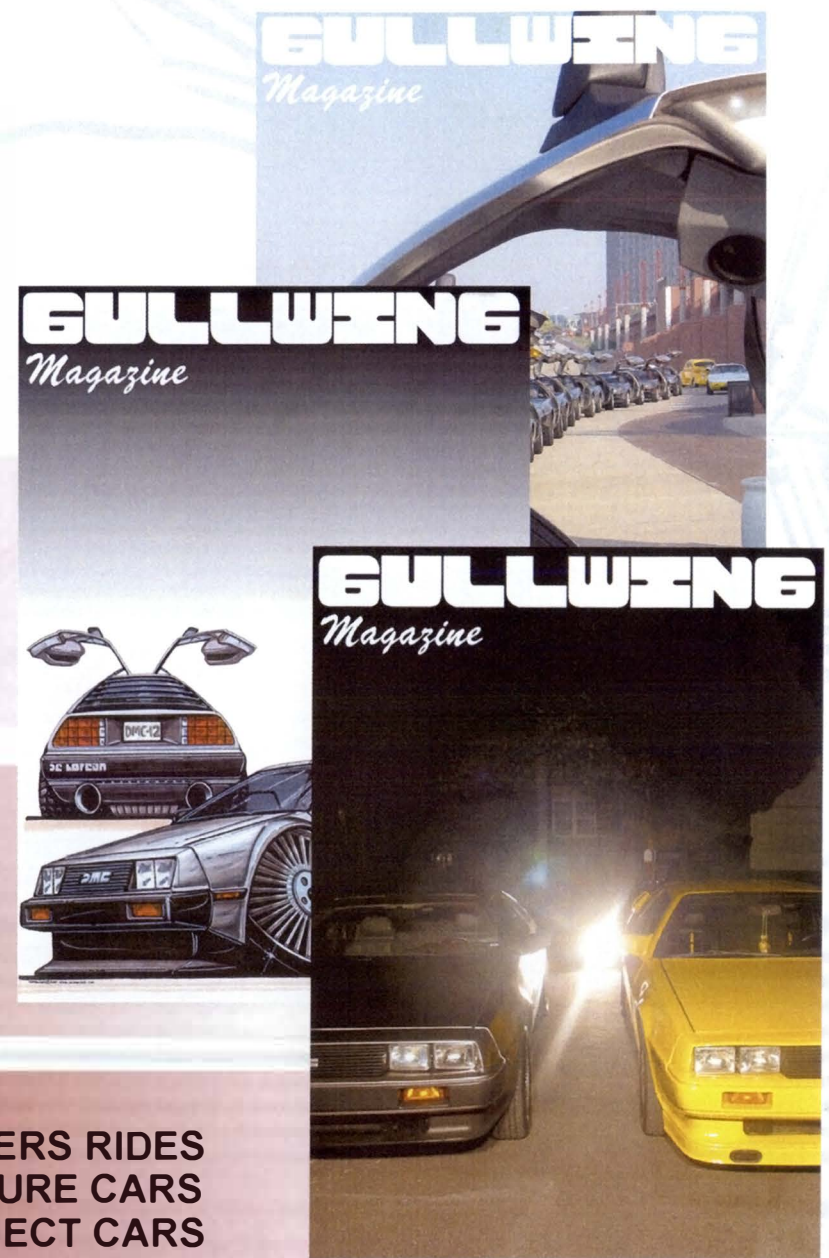
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Hello from Belfast



By **George Crane**

My links with DeLorean motor cars started in August 1979 when I first applied for a job with them. In September I received a letter telling me that I was on a waiting list. (you have to remember that in 1979 there was not very much work around in northern Ireland so the response to job advertisements was immense).

I had to wait until April 1980 before I heard from them again. Going for an interview, for myself and many people like me, was a tremendous boost. The chance to get a good job with good money.

After the interview I waited another 3 weeks when I was again contacted to present myself for a second interview with the departmental foreman. This time it was a much more formal and in depth interview about my skills, ability etc. To the best recollections I have, it lasted about an hour and I thought it had gone pretty well, so you can imagine my surprise when a week later I received a letter telling me that I had been unsuccessful. As this was a Friday I had all weekend to dwell on the letter of rejection and of where I went wrong in the interview. I spoke to my father-in-law who already worked at the factory and went over as much of the interview as I could remember. It was only when he asked me who interviewed me it became apparent, I was the wrong religion for the foreman!

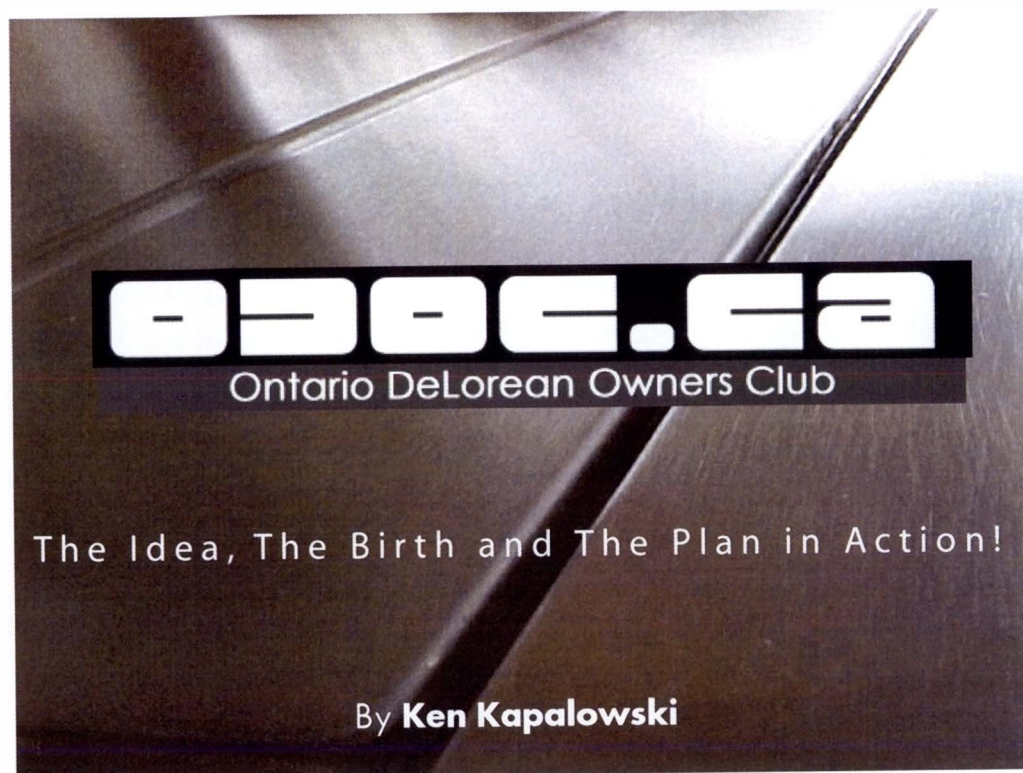
Not being a native from Northern Ireland I had never encountered this before and it made me more determined than ever to get the job.

On Monday morning I telephoned the factory and spoke to a girl in personnel who, although very sympathetic, said that she could do nothing for me. At this point I was starting to get a little hot under the collar, so I asked her if I could speak to her boss and I was transferred to another female who listened to my tales of woe, I told her that I was 30 years of age and had had many interviews in my time, and that the way you conduct an interview is if you are not sure if someone is suitable or not you say, "If you are successful we will issue you with etc". You do not say "When you start we will give you". She said that she understood what I was saying and that she would look into it and contact me later.

After a few hours had passed and after talking to Elaine (my wife) I started to think well that's it, you've blown it now. You will never get the job after challenging them.

To my surprise the next morning I received a letter from Cecil Cullen the Personnel Superintendent asking me to report for work on the following Monday morning! ---

To be continued...



The Ontario DeLorean Owners Club is an Ontario based club created by myself, Kenneth Kapalowski, 23 year old DeLorean fanatic, 3 year owner. Ever since I was 8 years old and saw *Back to The Future*, I was hooked on getting a DeLorean. I had done everything from making a *Back to The Future* Part 4 Home Movie with a Renault Time Machine, to setting up family trips to go and visit Universal Studios and do the complete studio tours.

After years of working and saving money, the day finally arrived when I was able to acquire a DeLorean. I wanted to ensure that I could get a car that was well maintained with all the updates and upgrades already performed, as well as being financially stable enough to maintain a fund to properly maintain the car and give it the love it deserves!



Kenneth Kapalowski and VIN 5541. Ken has great hopes for his new Ontario DeLorean Owners Club.

After lots of screening, I finally located a car I wanted and was able to purchase it from a gentleman in Buffalo, NY. After an excruciating experience with Customs (lets not talk about this), I was finally back in Ontario driving MY DeLorean!

The car was in relatively good shape when I picked it up with

minor repairs to be done. The answers to my many questions were found on the DeLorean Mailing List, which I had been a member of for years. I found that getting parts and finding technically experienced individuals to work on the car were very difficult tasks, and I was relying entirely on the DML. I knew that there were so many local owners and I thought to myself how good it would be if we could all somehow mesh our knowledge together and help each other out...it was then that the idea of the odoc.ca was born.

I had to figure out a way to get the idea across to as many local owners as I could find. Two owners I actually found just driving around. I approached one in a mall parking lot and the other dropping a friend off at home on a street near my own house. The next step I took was requesting a copy of the DML owners directory, which I

used to start contacting all the Canadian owners.

Some phone numbers were out of service, e-mails dead and many owners had sold their cars. In the end, I reached a few more owners through this method. Now the mission



We welcome anyone to come and check out odoc.ca, our website for the Ontario DeLorean Owners Club. ODOC is in its early stages of development and is always ready to welcome new members. Whether you're a DeLorean owner or enthusiast ODOC welcomes you to take a look at and discuss THE COOLEST CAR ever made.

continues, a recent submission to the DML Yahoo Group yielded a few owners to join and now I can only hope that this article will find a few more!

I want to stress here that even if you don't own a DeLorean and you're just an enthusiast, you are always welcome at ODOC! The goal of ODOC is to build an online community forums, online reference section and club pictures. Hopefully with the ODOC webpage we can achieve a great amount of interest and get good turn-outs at local car shows, charities, etc.

Now that ODOC is online and raring to go, my hopes are high to build a great local DeLorean community in Ontario. Again, ODOC is open to everybody, you don't have to live in Ontario, you don't even have to own a DeLorean, you just have to like them...and we all know it's hard NOT to!

If you live near Ontario, and are fond of the best car ever made, (at our house she is known as "De Laurie Ann") feel free to contact me, Ken at the odoc.ca webpage. The web address is www.odoc.ca and my e-mail is ken@odoc.ca. Remember, odoc.ca is a TOTALLY FREE club, the cost is nothing, but the benefits are priceless! Here's to ODOC's future, I hope to see you there! ---

ACCESSORIES FOR THE DE LOREAN OWNER



The DeLorean Afghan would look great on the sofa in your den, as a wall hanging, or on your bed. Made in the USA of 100% cotton, the woven-in design features the Dunmurry factory in the background and various views to the car. It measures 48" x 60" **DA01 \$75.⁰⁰**

Embossed DeLorean Tee Shirt The design is embossed, the back of it is filled with a flexible epoxy and then is sealed with another layer of cloth. To highlight the design, the shirt is then stone washed. The result – a design that will still be there after you wash it! Made in the USA of pre-shrunk cotton. Available in blue only.

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The DeLorean Polo Shirt Are you tired of advertising someone's shop? Tired of shirts printed with dot com addresses? Do you go places where a T-shirt won't? This white, Country Cottons® knit polo shirt features a black, gray and white detailed collar and sleeves with an embroidered picture of the DeLorean, identified with the name.

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The DeLorean Fanny Pack. Made of glove-soft leather, this fanny pack fits comfortably around your waist (adjusts from 20" to 54") and secures with a convenient clasp, leaving both hands free. The pack itself measures approx. 5" high x 10" wide and contains six zippered pockets (back, top, two on the front, and one on each of the two side wings) Your camera, sun glasses, lipstick or chap stick, wallet and keys - all will find a home. And if this were not enough, it comes silk screened in silver with our favorite car. **DF01 \$15.⁰⁰**



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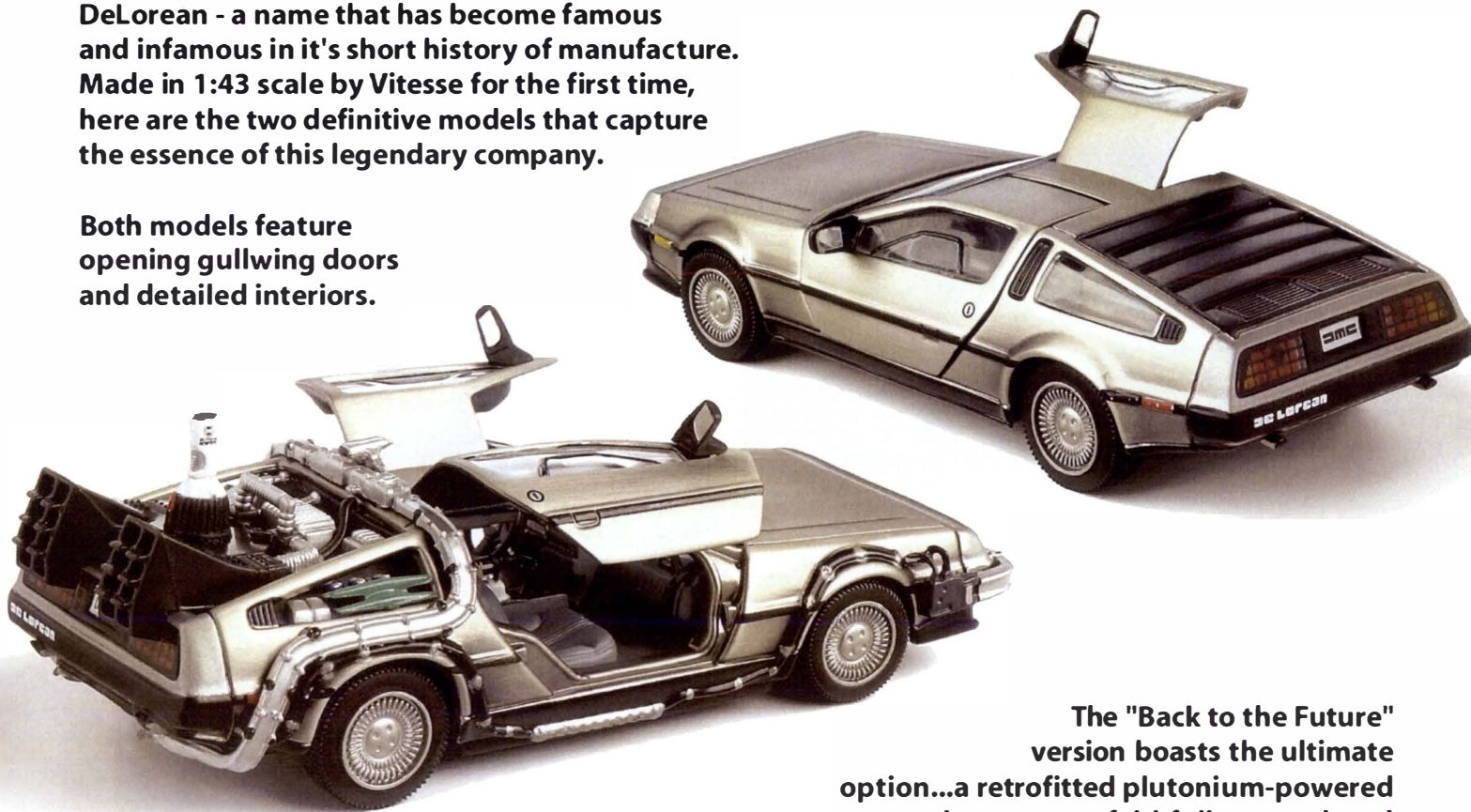
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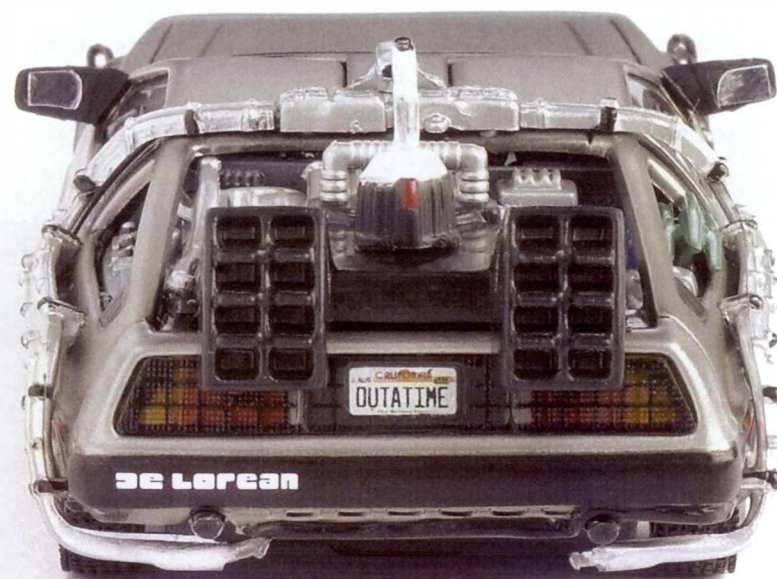
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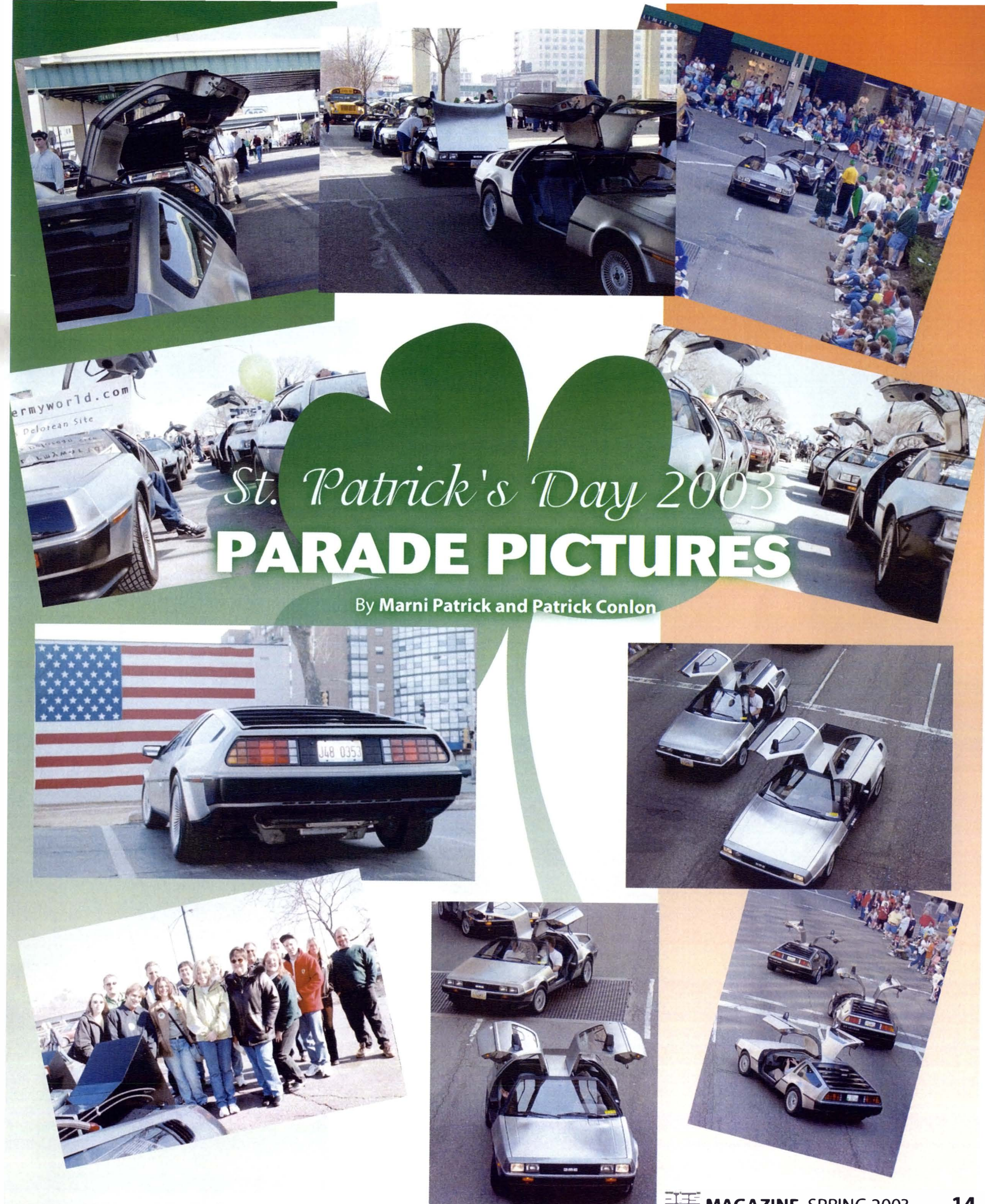


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By Josh Haldeman, Assistant Editor

That's right, you read correctly. That did say FOUR DeLoreans! For those of you who attended the Memphis event, you heard my tale of woe about my father and I having rather unfavorable luck driving our DeLoreans during that second week of June 2002. However, you didn't hear about how that luck just kept right on going until we returned home in the wee hours of the morning on Monday the 17th of June.

It all began with a call from my dad on Tuesday, June 11th, which I will never forget. It began something like this:

Dad: "Hey Josh, want to see what a wrecked DeLorean looks like?"

Josh: "WHAT!?"

Dad: "Some lady in an SUV just rear ended me, and I was driving the good car...I'm okay, but the car is going to need some help."

Josh: "WHAT!?"

Dad: "Yeah, I'm on the exit ramp here near work, can you come pick me up?"

Josh: "WHAT!?"

Dad: "Uh, Josh you have to turn the volume up on your cell phone."

Josh: "WHA...oh...okay."

I arrived at the scene of the crime a scant few minutes later with blood coursing through the veins on my neck and teeth clenched so hard that my head was starting to hurt. It wasn't a very nice sight, but it could have been a lot worse. The woman in the SUV was in tears, because she thought she had hit a multi-million dollar car, and that her debt-prisonless life was now over.

Dad eventually explained to her that it was not a million dollar car, but indeed rare. Her insurance would cover the damage and life would go on. I'm glad he was the one that got hit...I probably wouldn't have had his patience given that same situation.

After the police and the other driver left, we began trying to decide the best course of action from that point. First, I called Ken Koncelik, because I knew he had a trailer, and that he could probably beat AAA there, considering it was still just a bit past rush hour. He was available, but had to go retrieve the trailer from his barn on the other side of town.

Now, given that this was two days before the DeLorean car show, I couldn't stop thanking him for taking precious time out to help us. Ken, you must understand, is one of those guys who always seems to put other people before himself. I've seen him do it at past car shows, I've seen him do it for his family, and I know he's helped me out more than a few times. I only hope I was able to return the favor in some small way by helping with the car show.

Okay, back to the story...while we were waiting for Ken to arrive, Dad made a few other calls...to Mom, to some co-workers and of course to Dave Bauerle. By this hour, Dave had already left work for the day, so Dad left a message that went something like this:

"Dave, I was looking forward to seeing you at the car show, but my car was just rear ended, and I probably won't be able to make it now...call me when you get a chance, and we'll setup an appointment for sometime after the show has ended." Dave Bauerle...the guy known for always being extremely busy with his DeLorean business in central Ohio called Dad back 15 minutes later and said, "If you bring the car up tonight, or tomorrow morning, we'll have it ready to go by Thursday."

I was stunned. I didn't know what to think by this point. We had already been through so many emotions in such a short period of time. This elation tacked onto the end of a long day seemed exhausting and exhilarating at the same time. Dad made his plans quickly, and Ken let us borrow his truck and trailer to haul the car up there. In a matter of a day and a half, \$4500 worth of damage to a DeLorean was almost entirely undetectable. Dave did an amazing job on the car, and even managed

to fix Dad's air conditioning at the same time. Late Wednesday, Dad drove back up to Radnor, picked the car up and brought it home. Fortunately, this trip was uneventful, and we quickly loaded the car and set out for Memphis the next morning at 5:00 AM. We joined Ken and a caravan of a few other people he had gotten together, and we made it to Memphis a little more than 8 and a half hours later, without a single incident. That night we helped Ken out with the registration for the show, and we had a delicious BBQ dinner on the Graceland property. Immediately following dinner, we were entertained by Bob Zilla, Stephen Clark and Randall Brown. We had a great time and a much needed rest from the earlier events of the week.

Friday morning, we woke up to a knock on the door from a fellow caravan member named Marion who couldn't start her car. After a thorough inspection of the inertia switch, vacuum connections, fuel system and relay compartment, we determined that her fuel pump was not working. Fortunately, it was about that time that another DeLorean owner drove up and asked if we needed help. We responded: "yeah, if you've got a fuel pump on ya."

His response, being a seasoned DeLorean owner was, of course, "Sure, let me get it for you." The guy had actually brought a spare fuel pump with him on the trip! We popped it in, and away she went.

By this time, we had missed the start of the driving tour, so we headed to the second stop and caught up with a few people. This was at the Memphis visitor's center, which sits on the riverfront right across from Mudd Island. This is now the infamous location of the second DeLorean accident. Not a real DeLorean in this instance, but rather a model. I wanted to display my pride and joy, so I sat it on my dashboard, while I went on the Island tour. When I came back the sun had melted my model's windshield. I got a third degree burn on my hand when I went to grab it. It is perhaps important to note here that if you plan on leaving something on the dashboard of a DeLorean parked in the hot sun, you

should at least have the decency to garnish it and serve it with a fine red wine when you return...because it will be well done indeed!

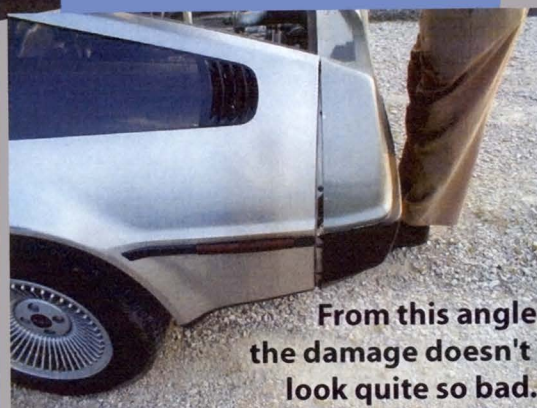
The rest of the afternoon on Friday was spent taking in the beautiful sights and sounds of Memphis...including a trip to Beale Street, "home of The Blues". Got a lot of cool pictures here and learned a lot about music history in this country. Definitely worth a visit, if you are ever in Memphis.

That night, our schedule dictated a trip to Mississippi and to a place called "The Hollywood Casino". This place was filled with all kinds of memorabilia and props from various Hollywood pictures. Among the more notable items was one of the DeLoreans from *Back to the Future*. Does Ken know how to plan a DeLorean Car Show, or what?

Anyway, at this casino, we did our usual, park-all-the-DeLoreans-in-one-spot-and-take-a-picture routine, which is always fun...and this time was definitely no exception. The rows were a little longer, and the variation between cars a little greater, but it's still the world's most ideal parking lot.

The banquet and reception were perfect as usual, and we got to hear from George Crane, who worked for DMC, and had a hand in building our cars. His speech was full of fantastic insight. The evening ran a little late, but we eventually got back to our hotel and got a little sleep before we had to get up to prepare for the car show on Saturday.

The day began about 6:00 AM, with a quick drive to the local self serve car wash. We unpacked our equipment, and started the cleaning process, which lasted until about 11:00 AM. (oof!) At about that time, the owner of the car wash pulled in and told us to move our cars out of the bays, so that other people could use them. This was rather pointless, as we were the only ones at the car wash, and there were at least 4 other bays not in use. We weren't in the mood to argue at that point though, so I proceeded to back my car out and up to the vacuum cleaners, not realizing that several strategically placed poles were positioned directly behind me. I found one of these poles with my left rear quarter



panel. I will shortly be making another trip to Mr. Bauerle's place to remedy this one. Needless to say, this really didn't get the day off to a good start, but everything improved from there.

The car show was amazing, and everything was beautiful. Kathryn DeLorean signed my headliner, DMC Houston sold me several parts I never even realized I needed, and in general, we had a really fun time.

As evening rolled around, a bunch of

us got busy setting up one area and tearing down another. During this process we made the decision that we needed some DeLoreans parked out in front of the banquet area. (which was outside) I ran back to the hotel parking lot and grabbed the first people I met. Out of the five cars we picked at random, three of them won awards that night. Mine included! (third place in the 100,000-mile+ category) We also had the unfortunate honor of receiving the "best journey award", which bestows glory on the individual having the worst luck on the trip to the show. I competed against Curtis Bryant who had some type of engine fire and Rob Lamrock, who had a horrendous time flying to Memphis from Belfast with a DeLorean gas tank in tow.

Honestly, I couldn't fully appreciate receiving this award...I think we were pretty lucky to be able to go to a show like this. To experience all the great things Memphis had to offer, and meet a lot of great people...not to mention the cars! Compared to that...two accidents (three with the model) were minor setbacks that I wasn't going to let ruin things. I do, however, look forward to having better luck with our cars in Pigeon Forge.

On the trip back home, my roommate decided that she didn't like her model DMC being in one piece either, and (accidentally) dropped it at a gas station. It was totaled...Maybe I'll stick two engines in it rather than attempt repair! Oh yeah, and Dad's car passed 100,000 miles on the trip home, so we're now direct competitors. ---

SETTING UP THE DELOREAN PRV-6 ENGINE

By David Teitelbaum

This article is going to be a how-to on getting your PRV-6 adjusted and running like it should. Although to get the full benefit of this article you will need some experience with working on mechanical things (and tools), everyone can get an idea of how to care for their car.

To begin with we are dealing with a V6 Cylinder, cross-firing, dual overhead cam, fuel injected, naturally aspirated engine. We are primarily concerned with the engine management control systems which includes the Bosch K-Jetronic fuel injection, Lambda, and Idle Speed control.

Before you can begin trying to get your engine set up right, you have to start with known good quantities. This means if you have 30,000 or more miles or you just don't know if your car was ever tuned up, now is the time. A thorough tune up includes spark plugs (all carefully gapped equally), secondary ignition wires, cap, rotor, air, fuel, oil, filters, oil change, O2 sensor, cleaning the fuel injectors, adjusting the valves, setting the timing and air-fuel mixture. The workshop manual explains most of this in adequate detail. This is assuming all of the systems are at least working. I have seen many cars where the Lambda system was either dead or just not running right. Vacuum leaks all over reduce the ability of the idle control system. A sticking or out-of-adjustment throttle keeps the idle system from activating. A worn quadrant link (the short linkage w/the ball ends going from the throttle spool to the throttle valves) adds extra travel and looseness to the throttle. If the three brass screws on the

intake are open (not lightly seated closed, clockwise), the idle motor can't fully control the idle. If the rubber seals on the injectors are hard they allow "false air" to enter past the sensor plate. These are just some of the things to look for.

Other more uncommon but troublesome things are broken bolts, wrong, missing or out of position seals or gaskets, cracked housings, missing or bad grounds (common on frequency valve). The major point to be made is to get the PRV-6 running (and idling) the way it should requires every part and system to be right and all 6 cylinders firing equally. This includes cylinder compression within 5% (the absolute number isn't as important as all six cylinders being close to each other). If the water pump, hoses, and seals are original then the best plan of attack would be to do the tune-up at the same time. It is so much easier to do with the intake manifold off and the mixture unit out of the way. Of course a tune up can still be done without removing everything, but you will have to loosen the mixture unit to move it a little to get to the distributor, and the idle motor needs to be removed, being careful not to disturb the air tube from the intake. If the car has near 30,000 or it's been 30,000 since it's last valve adjustment, it should be done first. Normally only 1-2 valves should need any adjustment and then only a small amount.

After setting the valves a compression test will tell the general health of the engine's mechanical systems. The exact pressures are not as important as the relationship between

(continued on page 26)

My DeLorean

Part II
By Curtis Bryant

Continued from our last issue...

Just to go back in time. The first set of replacement rims on the white painted car were 15 inches in the front and 16 inches in the rear. This was in 1989. A few years went by and I changed the rims again to a better looking rim with a spoke look. (see photo)

While preparing to paint the DeLorean I first checked around for prices on the cost of a paint job. DeLorean Cadillac Dealership was going to charge \$5,000 or more to paint it. I was knocked off my feet, so I did ask body shops around my area. They responded by saying "we don't know how to paint stainless steel".

I said: "OKAY IT'S UP TO ME NOW."

Yes, I was nervous and scared. I had no knowledge of how to paint at all, but there was my wife Olga and her mother telling me "Curtis you can do it., GO FOR IT." In the mid winter of 1987 my wife and I stripped the pearl white paint and began a quest to my determination to do this thing myself. We blundered several times with my wife mixing the paint and me with the wrong spray strokes. The additional problem of lint sticking to the body was intense. We ended up wetting the cement floor and it helped a whole lot.

The most terrifying step was the candy apple red step. It terrified me to make a mistake. My strokes were not right yet

and my wife would scream, "the funds we are spending are adding up", but there she was right there with me still mixing. Finally, the color was applied and I was amazed at what I had done. I wanted a stripe on the body in gray but it kept bleeding through so I gave up just to think a while. I slept on it and came up with the very first chrome piece, or I should say pieces. It was a chrome stripe on the body.

This delayed me for several weeks while I was drawing different styles until one was very appealing to me. The cutting, shaping and molding of each piece took me long hours at night while I worked 8 to 12 hours during the day. I was feeling very tired but kept going to get this part accomplished.

This process came to an abrupt halt as I came to realize that I do not have the slightest idea on how to attach all these pieces to the body. Drilling holes in the body was not something we wanted to do so we decided on double stick 3M tape to be the ideal adhesive to use on all the chrome pieces for the body.

The second chrome piece was a new look for the front grill and headlights. Up to this point I had come up with several looks and the tinkering had never stopped. This included replacing all the black rubber vents on the body with chrome pieces.



The Vindicator in a recent photograph. The car has taken on a distinctly different look with the addition of the European taillights.



You would be shocked to know where I found some of the metal for my ideal chrome pieces. The grills on the lower bottom by the wheels are a lucky find. The left grill came from South Carolina and the right grill came from Alabama. With so many years of corrosion and rust on them it took all my efforts to bring it back to a smooth finish to even get it chromed. It wasn't easy because it had grooves.

All of this took years of hard work and effort. To give you an idea of the total time frame, the changing of my DeLoreans started with me composing ideas in 1987 starting with the painting and leading me through the idea of cutting out the DeLorean lettering on the rear bumpers in 1998 to replace it with chrome letters. Each chrome letter had to be perfect.

It was time consuming as it had to be very neat and perfect fitting in its place. The underneath rear axles and the addition of an oil pan protective shield was also added at this time as were other undercarriage chrome pieces.

These chrome pieces took a whole lot of effort and hard work for years to come starting in 1987 with the painting

and throughout the years. (1988-1994)

The time was now here for me to take my DeLorean out for a look and to see how other people would react to it because during all these years I was putting this entire new look on it people were saying, "Has Curtis lost his mind, He can't do it." Especially with no one helping him.



By Nikki Boertman

Not for half a mil

"I was offered \$500,000 for it but I said no," Curtis Bryant (left) of Lorain, Ohio, tells fellow DeLorean owner John Hervey of Forney, Texas, Friday afternoon at Elvis Presley's Heartbreak Hotel at 3677 Elvis Presley Blvd. The DeLorean Car Show "Graceland 2002" continues through Sunday and features a public viewing 9 a.m.-4 p.m. today at the hotel.

Photoby Nikki Boertman. Copyright, The Commercial Appeal, Memphis, TN. Used with permission.

As we began taking it out on cruises the problems began. The crowds started to gather everywhere we took the car and asking 1000's of questions like; is it a new vehicle? Where did you get it? How much does it cost? Where can I get one? Man where are you from? Where do you work? Are you a Football player? Is it a Lamborghini? Do you live around here? In '94 I

started to go to car shows in my area and wanted to compete with all types of cars and yes I was winning.

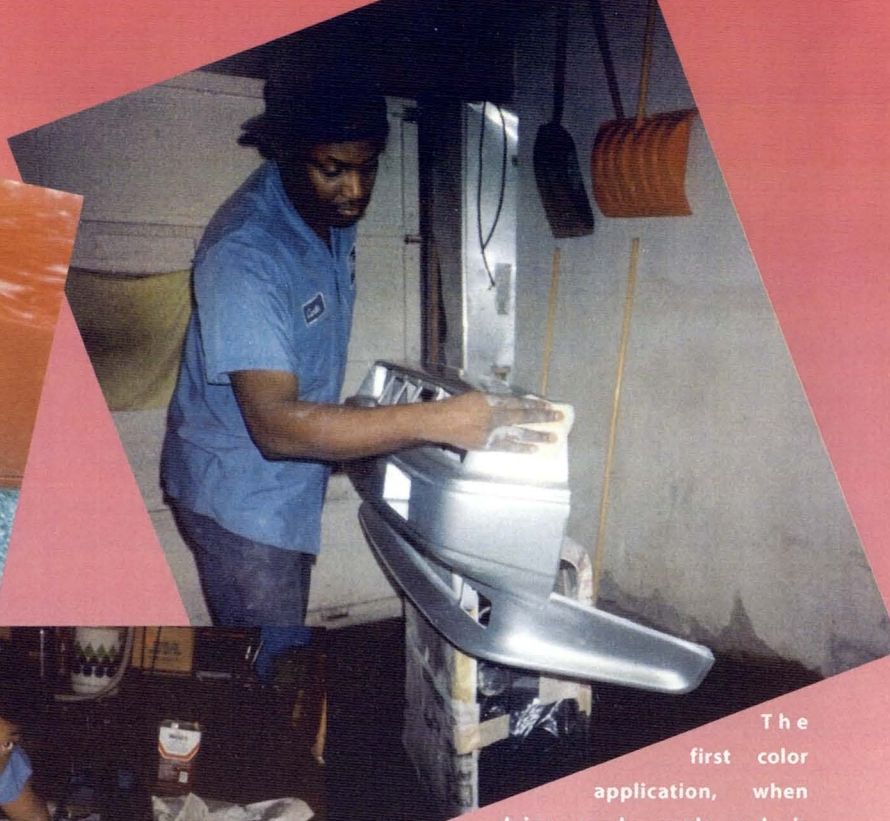
Washington DC was the very first car show away from home. Then came Pennsylvania and the word spread to Detroit Michigan. The people up there said no way a DeLorean can beat our cars up here so we went to Detroit. The car and I



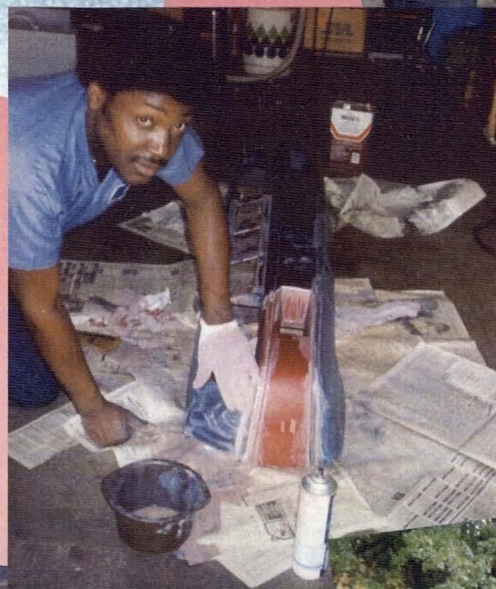
Curtis experimented with wire spoked wheels in the late eighties/early nineties.

One of the many, many stages of applying candy apple red paint. Ah, sanding...and you thought washing dishes did a number on your hands!

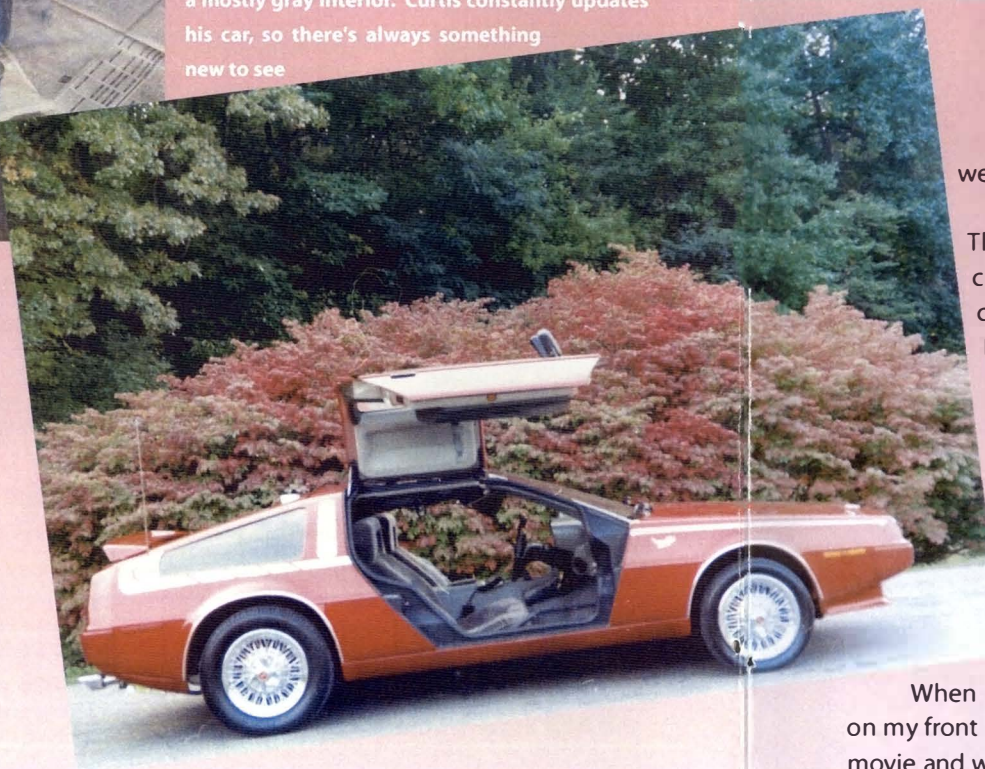
The rear bumper getting somewhere near done. Now, all you have to do is put it back on the car without scratching it!



The first color application, when doing candy apple red, is actually silver. This gives the paint it's depth and glow.



A overall shot of the car with it's wire wheels and a mostly gray interior. Curtis constantly updates his car, so there's always something new to see



were the talk of the city.

They have a large park that we took a driving cruise through, and the people there were so confused to see my car. No one had ever seen a DeLorean looking like mine. The next stop was Lima, Ohio Technical Auto Mechanics School. I was invited to their car show. I won first place and people's choice. The nicest thing was to see all the smiles on the children's faces, as they looked the car over. It made me feel good to make someone happy or smile and see the reaction and excitement as they react to my car.

When I got back home a stranger came and knocked on my front door and asked if he could use my DeLorean in a movie and we did it. It was called "The Brick Wall". It is about a rich and famous man that lost everything in a matter of days because of his bad drinking and drug abuse

If there's a party, they're serving drinks!



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habits. My motto is to say, "NO" to wrongdoings in life. Always do the right thing no matter what.

Then came the trip to Canada. I could not park in the streets in Canada because large crowds would gather and surround the DeLorean causing traffic backups. Police would have to intervene telling the people to move on and get out of the streets. I was asked by the Hollywood Museum if I would put my car in their museum for a couple of days, so we did. It was a very attractive vehicle for all that came there to view it. But again, it was not enough time. We were asked if we could leave it longer, but we had to move on.

Since then, we have been contacted by many Parade Officials all over to be in their cities Parades and benefit car shows.

At this point in time I would like to take the space here to thank the people that have taken the time to place my DeLorean in their Web sites and Web pages. —

Out of the West

By **Matt Olans**



Evil Dan and Matt in Memphis

I was one of the lucky people who attended the DeLorean Car Show Memphis 2002. I missed Cleveland in 2000 because I took delivery of my first DeLorean that very weekend. I was nervous about making the 2002 show as my second car did not arrive in Arizona until the week before the show. It was at Rob Grady's shop undergoing some custom work and some engine essentials for the Island twin turbo kit that was installed by the previous owner. Not many people can take delivery of a DeLorean and, within one week, drive it 3,500 miles across country and back in 110+ degree temperatures without incident. However, if you have your car restored by Rob Grady you can count on it! This is the quality of work I have come to expect from Rob's shop and they have never failed me.

I was driving alone across the southern US from Phoenix to Memphis where I would meet up with my co-pilot for the rest of the trip, Ryan McCaffrey, then VP of the AZ-D club and resident of Arizona.

Ryan came down with Evil Dan from NJ, but was heading back west with me after the show. I joined up with John Yersky and his buddy Bill just outside of Dallas the morning of the show. They were driving the 2000 Cleveland Concours winner. We made it all the way through Hope, Arkansas before John's alternator belt shredded. 2 hours later a flatbed arrived and I was solo all the way into Memphis.

I arrived in the rain around 3:30 in the afternoon and checked in. There I was greeted by Richard in and Kathy Federico,

also from Arizona. It was great to see some friendly faces after a lonely 1500 mile drive. I don't think you could meet a nicer or warmer couple. I picked up my packet and found my co-pilot for the next 5 days. We checked into our room and then headed out to enjoy the show.

The next day is one of the most memorable in the time I've owned this DeLorean. This was the day of the Memphis Driving Tour. I got a CD that morning and Ryan and I headed out with Jim Reeve from Minnesota following.



Ryan never once had to look at the map. The CD was almost dead on in terms of directions and timing. In fact, the only times we had to stop it was when we arrived at an out-of-car destination or when we had to pull over to let the DeLoreans we picked up in tow to catch up after traffic or a red light. It was phenomenal! We had a great time listening to the history of Memphis, and how Elvis was so intertwined with the city. In fact, the only wrong turn we made was when we ignored the CD and made a left where we thought the directions pointed us, only to be called from Jim Reeve's car to pull a 4 DeLorean U-turn and head back to the route, ending back up at the Heartbreak Hotel. The tour was a total success and really an enjoyable time.

One of the more memorable moments of the tour would have to be pulling into the parking garage in downtown Memphis. As I came around the corner entrance I spooled up the turbos and the thunder from the exhaust was enough to set off a car alarm or two...I enjoy having that kind of power at the tip of my right foot. Another cool moment was walking down the street from the garage and seeing the Back to the Future II Time Machine parked on the side of the road, complete with the Universal Studios "OUTATIME" license plate. We all got a kick out of that. Having lunch on Beale Street was great, only to be complimented by watching tens of DeLoreans invade all the cross streets. We all got a big kick out of seeing the "Curtismobile" driving down Beale during lunch.

The next day brought the car show, or as one magazine rudely puts it: "a bunch of DeLoreans parked on asphalt." I was fortunate enough to be parked right in front of the Concours cars so I was able to watch the competition from start to finish.

I entered my car into the "Best Custom Modified" category. My list of modifications included a fully chromed Island twin turbo kit, 16" front and 17" rear silver Team Loco 7-spoke wheels with Sumitomo HTRZ II tires, a full digital gauge cluster custom-built by Dakota Digital, electronic cruise control, a Sony X-plode CD player, and a dramatically lowered suspension.

After the drive across country coupled with the drive through various construction zones on the driving tour, my car was filthy. Jim Reeve from Minnesota got up early with me and helped me wash my car and detail the engine compartment. He did amazing work, along with Ryan, helping me on the interior. The judges agreed, and I took home first place. I was stunned because I saw the competition I was up against, and it was rough.

There were some amazing customizations at the show and all of

them shined in their own way. I can say that without the help of Rob Grady, Evil Dan, Jim Reeve, and Ryan McCaffrey I never would have won. Between the fit and finish of my car and the modifications, coupled with the cleanliness of the interior, exterior, and engine compartment, the judges saw fit to award me a trophy.

I had such a great time in at Memphis 2002 that once the next show was announced I reserved my room in Pigeon Forge immediately! I look forward to seeing you all there in 2004, and yes, my car has been modified even more since the Memphis show. I've got more goodies installed with the help of Jim Reeve and Evil Dan and some new ones I did myself. I'm competing in the modified category once again and I'm aiming to win. Thanks Ken for putting on another terrific show! ---



Digital dash and radio. They both go dark when the car is off.

(continued from page 18)

them. Ideally they will be within 5% of each other and no more than 150 PSI and not less than 100 PSI.

If any cylinder is more than 10% off forget about getting a smooth idle. Replace the spark plugs (carefully so as not to disturb the gap), ignition wires, cap rotor, air filter, and O2 sensor. Use a SMALL dab of Never-Seize on each spark plug and the O2 sensor. Do not get it on the electrodes or the probe tip. Have the fuel injectors tested and cleaned. One dirty injector with a bad spray pattern will mess up the idle. You should not have to replace any as they usually clean up. A DeLorean vendor can do it or a local Volvo dealer should have a cleaner-tester. Replace the seals on the fuel injectors. If they leak (and they will if original and rock hard) false air is introduced to the induction system changing the air-fuel ratio. If any of the clips that hold the injections are missing or broken, replace so an injector cannot come loose.

Now we move to the air induction. Start with the throttle and linkage. Remove the cover plate. Rotate the throttle spool and watch the idle micro, you should hear it click on and off as the throttle returns to idle. The spool should also rotate smoothly against the spring without sticking. Now have someone get in the car and step on the accelerator pedal as you watch the throttle spool. At WOT (Wide Open Throttle) you should hear the micro click (2 if automatic). Next rotate the throttle spool a little and move the throttle plates back and forth watching the ends of the "Quadrant Link". It is the short rod and ball ends connecting the throttle spool to the throttle plates. If there is a lot of play it is hard to get the idle switch to set consistently and there is a lot of lost motion in the gas pedal. Do not forget to remove the little spring clips before trying to get the quadrant link out. Check the air flow sensor (the plate in the air-fuel control unit). It must be centered and not rubbing on the sides and move smoothly. It can be adjusted and centered if you are gentle with it.

OK!!!

All of the parts are in and adjusted so now we will try to set up the engine. To do this we need the following:

TIMING LIGHT
TACHOMETER
ANALOG (OLD STYLE W/NEEDLE) DWELL METER
3 MM METRIC ALLEN WRENCH

Set the timing light up on #1 plug, (It is at the front of the engine on the right), and clean the timing marks. Warm up the motor, disconnect the vacuum hose on the distributor and with the idle @ 775 RPM within 50 RPM. If the timing is not 13 degrees within 2 degrees BTDC turn the distributor to make it so. Now put the vacuum hose back on the

distributor. If it changes the idle speed or the timing trouble shoot the vacuum advance circuit.

Next is the idle speed. It should be steady @ 775 RPM \pm 50 RPM. Pulling the wiring plug off of the idle motor should kill the motor and turning the throttle spool should turn the idle motor on and off. If not check the idle micro switch, fuses, wiring, for the idle circuit.

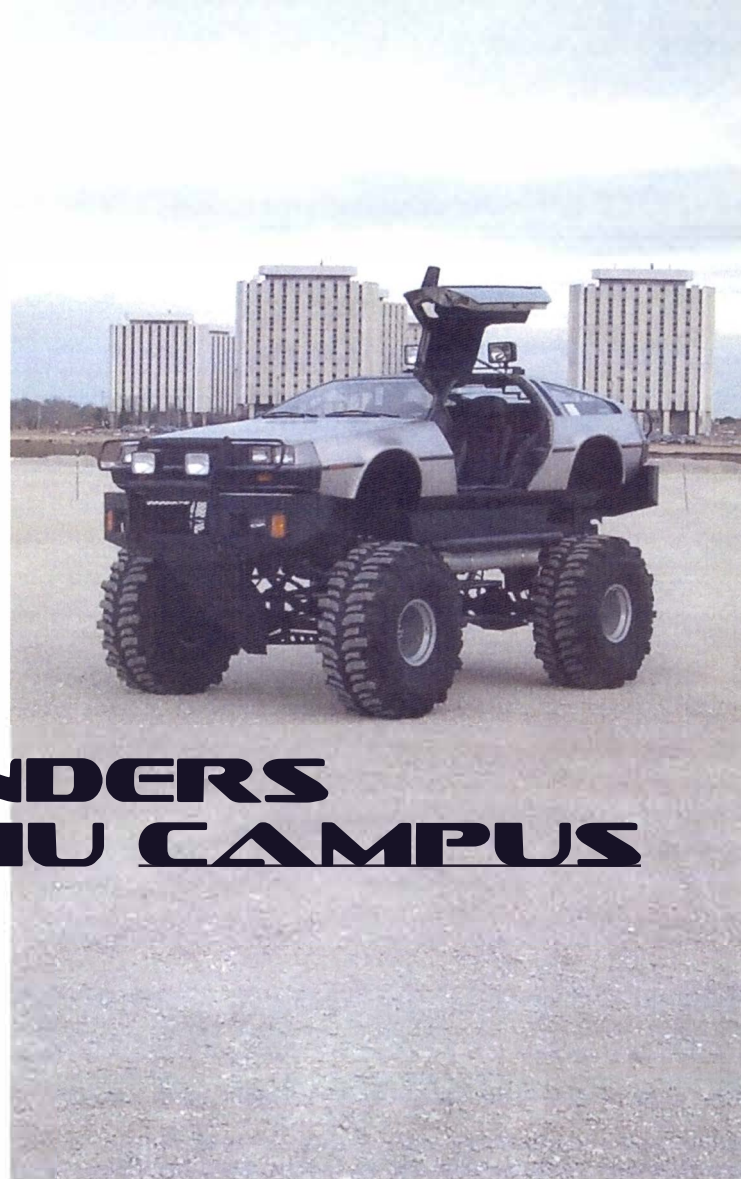
Last we check the LAMBDA control system and adjust the air-fuel mixture. Ideally you would use an exhaust gas analyzer but this can be done with a properly functioning LAMBDA system. Hook up the Dwell meter to the diagnostic plug on the left side of the motor on the fire wall. The positive (red) lead goes to terminal 3 and the negative (black) to terminal 2. Set the meter to the 4 cylinder scale. With the motor warmed up the needle should be fluctuating. If not troubleshoot the LAMBDA warm-up, WOT switch and the O2 sensor. Turn the mixture screw with the 3MM Allen Wrench so it swings between 35 + 45 degrees. When trying to set the "Dwell" turn the Allen screw only a little bit (1/8 of a turn at a time.) What the Dwell meter is really reading is the "on time" or the size of the pulse ratio which the LAMBDA ECU is sending to the frequency valve. The higher the "Dwell" the longer the frequency valve is opened and the more fuel is given to the motor. This is a very sensitive adjustment, a little goes a long way. After turning remove the Allen wrench, plug the access hole so vacuum doesn't leak, and wait for the idle and "Dwell" to settle down. Once you are satisfied with the setting, hold down the W.O.T. Micro and watch the Dwell meter. It should move to between 50-60 and be steady. This won't set up the air-fuel mixture exactly but it should be so close that the motor will run smooth, gas mileage will be good, and you will pass an emission inspection. At this point the motor should start quickly, hot or cold, idle smoothly, and accelerate with some power even when cold. If this is not the case then you will have to troubleshoot and diagnose the part or parts that are causing the problem. If you recently replaced the ignition system parts (and did it correctly) then the problem is more likely to be in the fuel system. Finding out at what point in the warm-up cycle the problems occur will lead to what parts are malfunctioning. ---

For further reading on the fuel system an excellent reference is "Bosch Fuel Injection & Engine Management" by Charles Probst.

We will be reprinting this article, along with detailed diagrams and photographs of the steps and procedures, in our next few issues. Watch for it, in addition to other great tech articles in the future.

D-REX THUNDERS THROUGH NIU CAMPUS

By Rich Weissensel



So what do you do with a DeLorean 4x4 when it's not sitting at shows? Well, one thing you can do is take it for a nice, leisurely weekend drive at a local monster truck event. That's exactly what I did at the Rolling Thunder Monster Truck Challenge at Northern Illinois University's new 10,000 seat arena (the Convocation Center) in early February. It was last minute notice, so I was unable to notify other club members or post a message to the DML.

This was the first monster truck challenge held at the new arena, and the weather was quite cold, so attendance was lower than most similar shows. The organizers of the event wanted to have some advertising for this event, so monster trucks, on or in trailers (with trailer doors open) were driven all around the NIU campus and surrounding area to encourage attendance. The Friday night show and both shows on Saturday had enthusiastic crowds.

The D Rex had the arena to itself for nearly 10 minutes between the monster truck time trials and the monster truck

side by side racing segments. Although the D Rex did not do any wheelie stands and did not "get air" over the crushed cars, the crowd did enjoy the D Rex's "light show" and the raspy sound of its straight pipe exhaust while doing laps around the arena. The small overhead doors (9 feet tall and 10 feet wide) only allowed for use of the D Rex's smaller 44" tires, since we had to drive in and out for our drive around. The other monster trucks came in on tiny, transport tires and had to "tire up" in the arena area and then remain in the arena until the last show on Saturday.

Thanks to Rick and the "Chicago Outlaw" Monster Truck racing team and Torgerson Motor Sports for inviting the D Rex to the Rolling Thunder event. With the success of this event, I hope to have the D Rex out at several other similar events throughout the year and inform the public about the DeLorean marque, DeLorean the man, DeLorean the sports car and about DeLorean clubs.

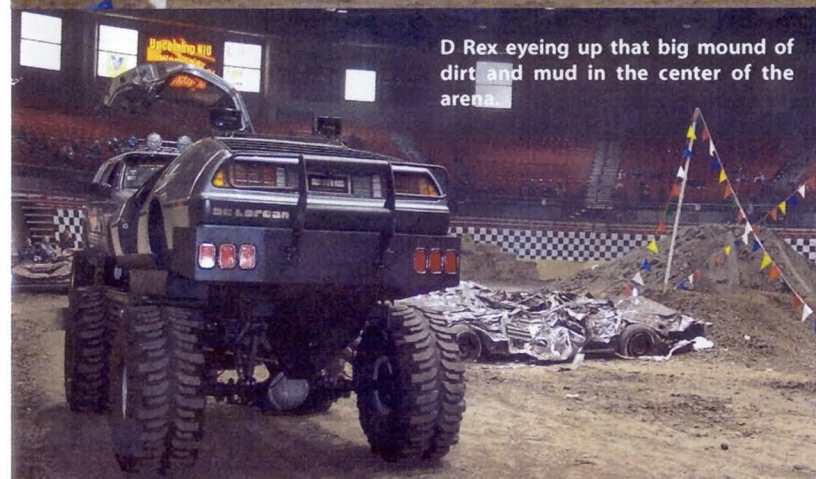
Scheduled public appearances of D-Rex to be announced.---



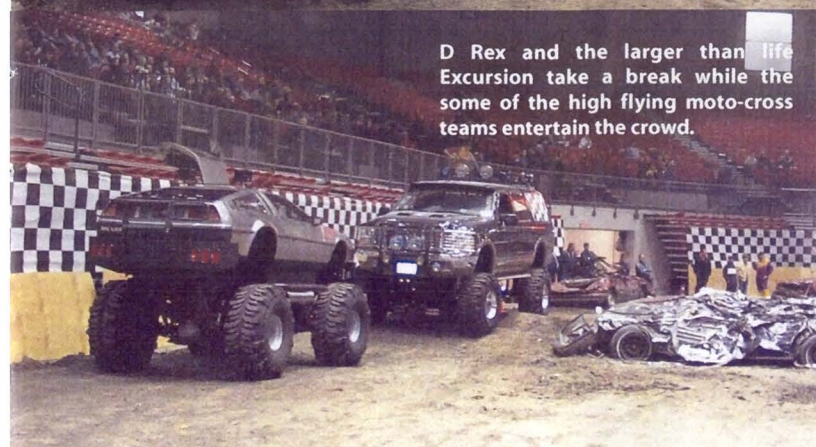
Playing with the big boys. D Rex takes the spotlight while the other real monster trucks take a rest during intermission.



D Rex making it's first crawl around the arena to the delight of the crowd.



D Rex eyeing up that big mound of dirt and mud in the center of the arena.



D Rex and the larger than life Excursion take a break while the some of the high flying moto-cross teams entertain the crowd.

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So we've all heard the DeLorean story, right? Preproduction started with VIN# 500, a car that now collects dust in Cleveland's Crawford Auto-Aviation Museum with ridiculously low mileage-all of 12 to be exact. Production began right around 560 and continued to the short but epic run of 8,000+ cars. Let's not forget two prototypes, built in 1976 and 1977. Even a third prototype has been rumored, but the years have dimmed the memories of many, and the chaotic mess in the aftermath of DMC bankruptcy left a few gaps. The Ulster Museum in Belfast owns a nice prototype carved painstakingly out of wood. That's what happens when

style. The cars were known simply as car 1, 2, 3...26, 27, 28. As the factory was being built in Belfast, several pilot cars were already racing on the track in May of 1980, testing suspension, handling and power. This fact is up for dispute through Robson's book, but can be corroborated by other DMC employees.

Cars 1-18 were built with stainless steel chassis. All were dismantled and destroyed when each frame cracked under the strain and temperature changes of driving. The dream of having a fully rust proof car was put on hold. After



Photo provided by Sascha Skucek

A DeLorean called Twenty

By Sascha Skucek

a very patient man with a large butter knife comes across a very big tree. Still, the original prototypes are gone. They may still exist-possibly by wealthy collectors who take nightly strolls into their private museums and laugh maniacally, lighting up cigars and rubbing their hands in the glimmer of their piece of automotive history. Or perhaps, they've been destroyed, like so many others as excess inventory, in fires or dismantled. At the risk of some information lapses, let me try to tell you the story of 28 DeLoreans that history almost swallowed until one was rediscovered last June.

In the summer of 1978, John DeLorean contracted Lotus to develop the DMC-12 from the prototypes. Lotus did the job in a record 18 months and based the car's design on their Esprit, altering it to match the rear-engine, gull-wing, stainless steel wonder that DeLorean had required of them. In the book Lotus since the 70s, Graham Robson writes that "Pilot production began in December 1980 - as soon as Lotus' job was finished". The question of what a pilot is and how many were produced was slowly answered when I bought a black DeLorean from Jim Bates in April 2002.

Jim had listed the DeLorean as a pilot car on Ebay, with VIN#SCEDT26T5BD000020. As a former DeLorean employee of Santa Ana's Quality Assurance Center, he proved to be loaded with information on DeLorean production. He spoke of 28 pilot cars that were hand built by DMC employees under the supervision of Lotus. As each was built and tested, the next was built closer and closer to the final look and

undergoing various testing in Ireland, cars 19-21 were flown to the United States for emission's testing by Olsen Engineering in Huntington Beach, California.

Cars 22-27 changed gradually and their improvements became manifested in pilot 28 which was shipped to the United States to be trucked around the country and shown to various dealers.

When CR Brown received the car, he wrote: "Received Pilot production #28 De Lorean...and spent the last three days in rather intensive evaluation.... It's a job well done." By 1981, the car sat alone at the far end of the parking lot of the QAC in Santa Ana. Bit by bit, parts were taken from it to repair other cars. The sliding window doors were removed. The engine was taken out.

In the end, Jim remembers very vividly: "It was nothing but a shell. We picked it up on a forklift and then helped push it over into the dumpster."

Similar dismantling occurred to cars 22-27 in Belfast. Their parts were used until there was nothing left. Or so it seems. Occasionally a unique DeLorean will appear-the last in 1998 in Arizona that was auctioned to a private buyer. It bore striking resemblance to a pilot DeLorean.

Olsen Engineering, meanwhile, had completed and logged 4,000 miles on pilots 19-21 in accordance to EPA requirements for performance. With their blessing the



Editor's Note: The picture above and to the top right, taken by James Espey, depict a pre-production prototype similar to the car discussed in this article. We thought it was important to show these to demonstrate the similarities between Sascha's car and this auction car that was sold to a private buyer in 1998. Thanks go to DeLorean Motor Company - <http://www.delorean.com>, for the pictures.

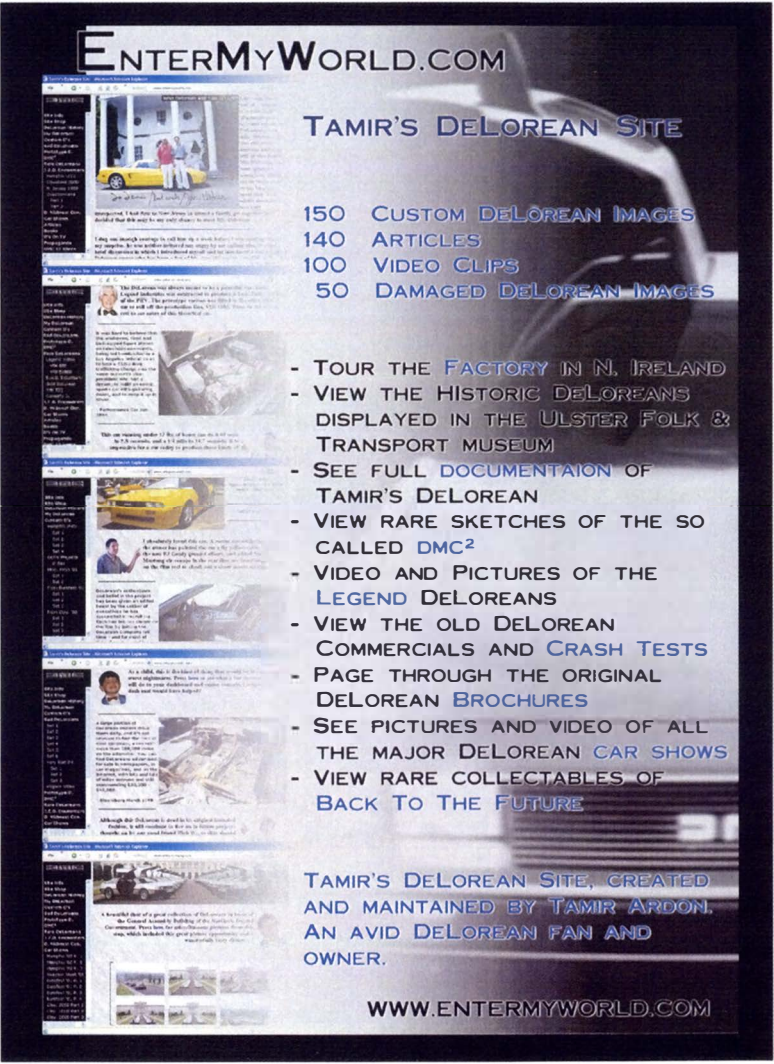
DeLorean was authorized for distribution in America. As production cars arrived by ship, Olsen was commissioned to take random cars for testing; however, as weeks turned into months, it became apparent that DMC was lapsing its payments to the engineering firm. To retaliate, Olsen kept its part of the bargain and continued to certify the shipments. But they also kept the cars they tested as collateral. With DMC bankrupt in 1982, Olsen was left with a dozen DeLoreans and no money. Among their inventory, were three pilot cars.

Their condition was not particularly good. The cars had been idle for over a year when Olsen held an auction in 1983. Jim, with his brother and a friend, bought the three pilots for \$7,200. But the work involved to restore them proved daunting. Jim's brother sold 21, an automatic, to a man in Laguna Niguel and the car sat for years before dissapearing. His friend sold 19 to a man in Texas, and the car was never heard from again.

The DeLorean called 20 was moved to Jim's garage. It was never meant to be in public hands. The car was missing a louver, a passenger seat, a grille, and a radio. Each gull wing door was built differently and all the windows were made of plexiglass. The driver's door was fashioned with a crude, plexiglass, sliding window. Its inside was made of a mild steel rather than the production leather. The passenger door had a fiberglass interior and a full-sized, plexiglass window. The quality of the door was so thin, that had it been connected to a torque bar, it would have snapped. Both doors did not have a legal door guard and were therefore illegal. Jim replaced them with 1982 style production doors. And after nine months, he finally carried them to the curb and they were thrown away.

"I know you're thinking 'what an idiot,'" Jim said when he told me the story, "But there's that period of time between new and antique where something is just a piece of junk."

Several features prove 20s place in history. The console was originally wrapped in Naugahyde, a feature not successfully reproduced until recently. The rear bumper is not embossed with "DeLorean". The ends of the side parking lights are up against the bumpers, rather than back a few inches as in production cars. The driver's seat is of pre-production design-in other words, the lower back region is cushioned with more lumbar support and extremely comfortable. The ash tray is located under the console behind the ignition



switch and a glove box sits on top of the chassis where production car's ash trays are found. It yields two window and one defogger switch as opposed to the five switches found on production models.

To bring the car to driving condition, Jim upgraded the Lotus wiring harness and replaced the windows. He added a production steering wheel and threw out a ratty, two-spoke Renault design. The left rear spring had collapsed and Jim replaced the back end with stock suspension.

As a final touch, he painted the car black.

"I just got so sick of seeing all those gray cars at the QAC," Jim recalls.

What was left was a car that appeared sleek and mysterious. As the new owner, I had never seen a DeLorean until I picked it up in June 2002 after it had been delivered to Boston. And nervous that I didn't know enough about the car, I joined the DeLorean Owner's Association and drove it 3,500 miles across the country. I mean if you're nervous about how reliable something is, you have to test it don't you? During my trip, I met the usual curious people. But a fraction of them were too shy to come talk to me. Occasionally a person would observe the DeLorean from a safe distance and walk around it in a circle wondering what car it could be. Sure every person in their right mind has seen *Back to the Future*, but that's supposed to be a stainless steel car. And without the DMC logo on the front, and the rear embossed bumper, I had a car quite to myself and without commercial recognition.

At the Northwest Passage in Oregon, some of the DeLoreans finest modern mechanics took a gander at 20. Rob Grady noticed immediately that the trailing arms were not production. Ed Bernstein offered that they were similar to Lotus' design and also noticed that the rear shocks were bolted into the fiberglass body. Don Steger found two plates with numerals in the engine compartment and on the frame. The first read DB00020 and the second DC00020. The exact meaning of B and C isn't clear. Body versus chassis perhaps. Stephen Wynne noticed the plastic, Ford expansion tank and that the ballast resistor was in a different location.

"Whatever you do," Rob said afterwards. "Don't wreck it."

Don found several more differences at DeLorean Motor



Center in Orange County. The hood was heavier and the washer fluid tank was mounted inside the body. Some minor engine components were unique-water hose couplings and the clutch master cylinder. Once, after I'd left the car at his shop for several days, I came back and asked him what he felt was the definitive proof. He motioned me to the front of my car and pointed to the fenders. Both were molded differently from production DeLoreans where they bolted to the body. "You just can't fake something like that so easily," he said.

I've been driving the DeLorean for seven months-from Boston to Niagara Falls, to Chicago, Mount Rushmore, through Montana and to Oregon, down through the Redwood forest and now in Los Angeles. Jim sold me the car with 14,000 miles and it's almost doubled. By April I will be back on the road heading east. The experience has been unreal and the car purrs on. If you see a black car with gullwing doors and no markings driving across the southern United States, you'll know you've seen a DeLorean they once called Twenty. —



Too Old to be New, too New to be Old

By **Scott Soenksen**

Along the Gulf Coast Deloreans are fairly common. Like any Delorean owner or enthusiast I've always kept an eye out, hoping to spot one of those gorgeous wedge-shaped creations. From time to time they reveal themselves, if just for a quick second. Most are seen cruising down the road, others are spotted at car lots waiting for a new home.

Then there are the special ones, like the one I found in Gulf Breeze Florida in 1996. I had heard from a co-worker that there was a "car like mine" hidden in a up scale neighborhood. She said it looked abandoned. She described it as being covered with leaves, branches, and mold, and sitting on cement blocks under an oak tree. Of course, I had to investigate.

I took a fellow Delorean owner, Anthony Ruble with me, and we cruised the neighborhood looking for the shiny stainless steel beast. The darkness of night and a light fog made the street signs hard to find no less read.

It took us a bit to find the house where the Delorean had been pointed out as being, and with my high beams on we saw an almost ghostly sight! There, staring back at us, were the rear reflectors of an '81 Delorean.

The car was completely covered with green mold and leaves as described to me. Anthony and I let out a simultaneous gasp when we saw it! The fog laced darkness painted a haunting image. "If only I had my camera", I thought. We could not keep from staring. It looked so lifeless. What was also surprising to us was not that the car still had its license plate, but that the license plate still had a registration sticker with the expiration date of 1982! Had this car not been driven for almost 20 years?

That weekend I decided to visit for a second time and perhaps meet with the owner. Surely, when he sees that I am a Delorean owner as well, he will not think I am just snooping around and he'll talk to me. Unfortunately, he never answered the door. However, that turned into a great opportunity to evaluate my finding in more detail.

Parked on the side of the front yard, it sat on cement blocks under an oak tree. The tires were original but had dry-rotted and were literally sagging off the perfectly preserved wheels. The area between the louver and the top of the engine compartment was completely filled with twigs and leaves. The body did not have any scrapes or damage that I could see. The headliner was sagging, the dash had been destroyed from the sun. The seats were faded and ruined, yet oddly they appeared to have no wear from usage.

Then came the shocker! As I rubbed the driver's side window clean I was able to not only see the DMC quality assurance decal, but most importantly I was able to read the odometer. Could this be true? Surely, if what the odometer said was true, this car would be sitting in a garage. The odometer had only 288 miles on it, and the trip meter only 280! The windshield was so filthy I could hardly see through it, so spotting the VIN was next to impossible. Clearing away several handfuls of debris the VIN clearly read 1568. On the bumper was a regional dealership logo sticker, and the license plate did indeed have the 1982 registration decal as well as the windshield having a 1982 state emissions sticker. Now the big question is, "What happened to this car?"

About a year and a half later in October 1997, I got a call from another area Delorean owner, Snapper Ard, who told me of a early '81 Delorean from Gulf Breeze that was sitting for sale

in the back of a new car dealership. Intrigued, I had to pay the car lot a visit. Turns out it was the same car!

The salesman directed me to the owner's daughter whom I called. I asked her about the history of the car and if in fact the mileage was true, which she said, "yes." Turns out it was one of the first Deloreans sold in the area and her father had purchased it new. Before the purchase, his expectations were high: lots of horsepower, exceptional engineering, etc. However, upon taking delivery, the car was more than a disappointment to him. He drove the car for about 100 miles and with "disgust" he gave it to his son to drive. The son then drove the car for another 188 miles, and the same feelings of disappointment, the son parked the car under an oak tree, where it sat until 1997.

The car was then taken to the car lot and put up for sale. A week or two after I talked to the daughter, VIN 1568 disappeared.

The story hasn't ended yet. It was 6:30pm on December 31, 1999. Anthony, who had just sold his Delorean just a few months earlier, and I were on our way from Pensacola, Florida to celebrate the New Year in Panama City. At the time I was living in Ohio, but I was home in Florida for the holidays. We were cruising in my '83 Delorean, nicknamed "Delores" which I had driven from Ohio. We had made it part of the way, just outside Gulf Breeze.

Anthony was talking to me about how much he missed his Delorean and how he would like to get another one. That's the disease called "Delorean withdrawal". Past owners get this from time to time).

Then, out of nowhere, as usual, came what looked like Anthony's Delorean! We did a swift and an unauthorized "U" turn and the chase was on! I cruised up next to the other Delorean. Anthony exclaimed that it was not his old car but a car neither one of us knew about, which made it even more exciting! The driver of the other car quickly pulled off the road as he looked to his left in disbelief.

His name was George, and he was ecstatic! He didn't know that there were other Deloreans in the area. Amazing enough, he stated that this was the first trip of any kind he had taken in his Delorean since he purchased it and had it restored. His car was gorgeous, immaculate and perfect! Everything was so fresh and new. Anthony and I invited him to visit Pensacola, where we have a car show-type gathering every Saturday night. He accepted.

Saturday night was the big night! I was nervous that my new friend wouldn't come, but he surprised me and showed up. As everyone gazed at the many Deloreans and other cars that were there, the Delorean owners that were present had a chance to talk further about one another's car. I was in such

awe at the condition of George's car. It even had the original

dealership portfolio and driver's manual along with the dealership sticker! Then I glanced at his odometer. It had only 500 miles on it!

Then I asked the classic question, "How did you come across your car?"

He told me that he saw it at a car lot and was told it had been sitting since it was new for several years.

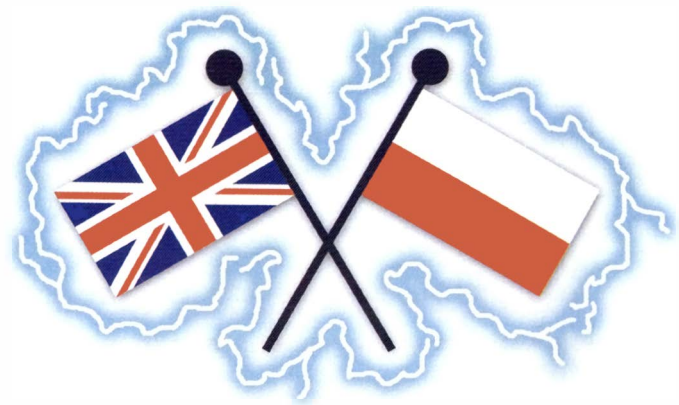
He went on to mention that the mileage could not be true because it was so low. For some reason, I never bothered to look at the VIN number. To my utter surprise, it was VIN 1568! I assured him that the mileage was accurate from what I knew of the car. The drive he took from Gulf Breeze, to the "car show" in Pensacola was the longest trip the car had ever taken, and the first time it had been on the interstate. How incredible!

I never saw the car again. I've since lost contact with George as well. To this day I'm kicking myself for not taking any "before and after" pictures of the car while it was under the oak tree. It doesn't really matter though. VIN 1568 is new again.

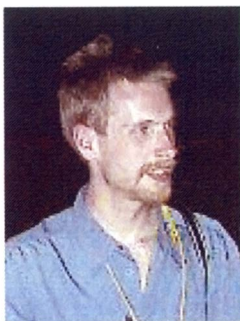
Finally it made it to a good home and hopefully far away from any oak trees. —



VIN 1568 looking mistreated and abandoned at a repair shop in Pensacola, Florida. The car had seen better years, but not for quite a long time. Evidence of its low mileage are the heavy layer of dust and the original tires seen in this picture.



The Electrics Guy with the Polish name from England



By **Martin Gutkowski**

Marc Levy wrote to the DML on the subject of the first issue of the DeLorean Car Show Magazine. He said:

"The magazine really does concentrate on car show activities, and the car owners. It is a refreshing change from the hard-core technical articles, and the "infomercials" I have seen in other magazines".

Ken had asked me for contributions from this side of the pond, and I have spent some time wondering what I should write. Marc gave me the kick I needed. Thanks!

DMLers will recognise my name - I was amazed at the Memphis show how many recognized it - someone said "the electrics guy with the Polish name from England". Guilty as charged. I regularly post to the DML and enjoy chatting to the friends I've made on and off-list. What follows is an introduction to my background in the world of the DeLorean car, and where I fit in to the DeLorean Owners' Club in the UK.

I spent 4 years hankering after the DMC12 following a bored day on the internet during my student years looking for "that car off Back to the Future" (how many times have we heard this story?!). A regular on the DML for most of the time since, I started accumulating knowledge... and steadily getting more and more depressed that it'd be years before I could afford one of my own. I attended the car shows the club had a stand at, and was always made to feel really welcome, even though I had nothing to offer but a load of secondhand knowledge "which I read on the internet". Nevertheless, I started to make friends. Today, I count many of my closest friends among people I've met through the DOC - for a Classic Car, the DeLorean attracts surprisingly young people!

DeLoreans in England command prices of £12000+ for a runner in average-to-good condition, £18k+ for a right-hand-drive car (if you can find one). On the plus side however, parts can be cheap - and I mean CHEAP. That's if you can cross-reference what car such-and-such a part came from! DMC really "raided the parts bin" on the DeLorean, and more and more items are appearing that are still being sold brand new at extremely knock-down prices because they are from mass produced cars from some 20 years ago. I was in my local "Motor World" buying speakers for the D when a set of brake pads ON DISPLAY at the counter caught my eye. A handy reminder that I needed a set and they did look mark 1 Ford Cortina pads... The guy behind the counter was stunned

when I walked away with a new set of branded pads "for my DeLorean" for £8.99 (\$14). That's just a small example.

I had spent many a night reading messages on the DML warning of "project cars" and the amount of money it'll cost to resurrect one. I had also listened to many of the long-timers in the DeLorean Owners Club saying the exact same things - that to buy a pristine car is to save in the long term. This missed two very important points that applied (and still apply) to me.

- 1) I couldn't afford a "pristine" car.
- 2) Where's the fun in having a "perfect" car, other than driving around with a grin and giving it the occasional wash?

I wanted a car that needed work. I wanted to be able to say "I did that", and to be able to say "that car survived because of me". My opinion was encouraged in no small part by one of those friends I'd gained through the DOC, Dan Willis. Dan imported a basket-case in the summer of 2000 for a very low sum. He may have ultimately traded her up for a better car, but had a lot of fun and learned a lot in the mean time. That car, incidentally is now fit and healthy in the hands of its new owner.

In April 2001, just as I was preparing for a trip to Belfast for "Eurofest", I was scanning the DMCnews For Sale page, and a car caught my eye. A "non-runner" with only 2300 miles on the clock, going for the same price as Dan had picked his car up, only this one seemed to just be neglected - it wasn't damaged in any discernable way other than by the sun. It was also being sold as one half of a pair of DeLoreans, each for that low, low price. The other had body damage and more miles, but a better interior and twin-turbos on the plus side. I had a chat to an old friend, and after a nervous trip to Ireland wondering "Will I? Won't I?", Richard entered the world of DeLorean ownership. Having spent so many hours listening to me drone on about them, left him with little alternative, frankly.

Eight months after arrival, Rich and I take a trip to a small event in Elvis' home town. Joining us for the trip was James Russel-Grant, another one of those friends from the DOC, and owner of a car I had almost bought. I finally got to meet a load of people I had "known" through the DML, handed over a couple of bags of parts and products fresh from Halfords (equivalent to AutoZone), plus some harder to find items like auto transmission filters.

A year on from first arriving, both cars are running and on the road. Mine had by this time added over 4000 miles to the odometer (once the angle drive was replaced!), broken down once (blocked fuel pickup filter) and provided many days of enjoyably work. The interior is getting better slowly - having the seats retrimmed in full leather by Interior Trim Co in Belfast (formerly Trimtech, the DMC suppliers), plus the binnacle and knee pads in modern matching PVC was probably the single biggest improvement. A new stereo, re-fitted rear speakers, repainted fascias (which I did myself to a showable standard on the 3rd attempt), lower front suspension, modern shocks all round... hell, I could write a song about this and we'd all know the words.

Advance to November 2002. Exactly 5 years since my first encounter with a DeLorean at the very same show, I was able to feel the pride of showing my car at the International Classic Motor Show at the Birmingham NEC - the biggest Classic Car show in the UK, if not Europe. On the same stand were Rich's twin turbo, Mark Bourne's gorgeous right-hander and Chis Parnham's Back to the Future conversion. It was heralded as the best show to date for the DOC.

Rewind a month earlier to October 2002... (very) early one Saturday morning, with Chris Parnham's flatbed trailer hooked on the back of my Xantia, I headed for Dover and a 550 mile drive across France to Freiburg in Germany where I picked up my new project! A basically sound DeLorean with a blown engine and no seats, a broken drivers window and a boot (trunk) full of spares, perfect bodywork and only small amounts of surface rust on the chassis. The main problem of course being sourcing a new engine, but an interesting proposition presented itself (or should I say, Himself) thanks to Richard needing a crankshaft pulley...

My new car is getting a brand new, hand-built, original spec PRV-6. My first car is subsequently having its engine rebuilt for performance enhancements. Interest has already been shown by a couple of people in a modern EFI, even-fire 3-litre PRV, performance tuned to over 300hp, built to order from brand new parts.

There are some interesting times ahead. —



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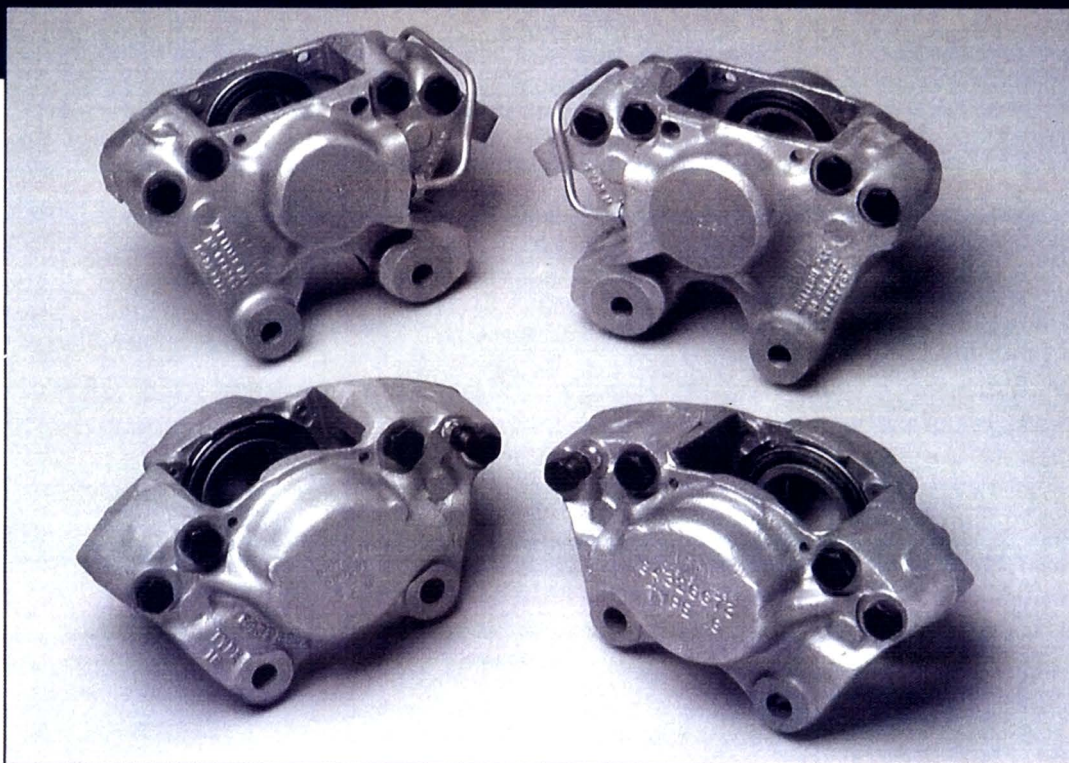
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